Initial Study

City of Colusa – Public Safety Facility Police Station

Highway 20

Prepared For:

City of Colusa Planning Department

Prepared By:

Jake Morley, Element Land Solutions

June 3, 2020

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INITIAL STUDY FOR THE CITY OF COLUSA POLICE STATION

Lead Agency:	City of Colusa Planning Department Contact: Jesse Cain, City Manager
Project Proponent:	City of Colusa Police Department 425 Webster Street Colusa, CA 95932
Project Location and Condition:	The subject property (APN 002-120-026) is approximately 3.66 acres and is generally flat with no environmental resources upon it, with the exception of two oak trees. The site has routinely been mowed and contains seasonal weeds, with two billboard structures at its southwestern corner. There are existing curbs, gutters, and sidewalks along the western frontage along Highway 20. Communication poles run along the eastern side of the property, behind the existing sidewalk. Storm drainage, electrical, and water services are located on Highway 20 right-of-way. Site addresses and assessor parcel numbers: State Highway 20, APN 002-120-026
Surrounding Uses:	North: Vacant Mised Use Land and mid-size retail shopping center South: Multi-family Residential East: Highway 20 and Multi-family Residential West: Vacant R-4 General Apartment District land
Existing General Plan:	High-Density Residential
Existing Zoning:	M-U-B Mixed Use Bridge Street and R-4 General Apartment District with C-3 Secondary Traffic Pattern Airport Overlay Zone
Project Description:	A proposal to develop a Public Safety Facility (Police Station) and associated improvements, such as a parking lot, landscaping, and lighting. The project also includes a General Plan Amendment and Rezone from R-4 General Apartment District with an H-D High Density Overlay and M-U-B Mixed Use Bridge Street to P-F Public Facilities. The project also involves removing the two existing static billboards and replacing them with electronic ones (See Section 2.0 for the complete project description).

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title:	Public Safety Facility (Police Station)
Lead Agency Name and Address:	City of Colusa Planning Department 425 Webster Street Colusa, CA 95932
Contact Person and Phone Number:	Jesse Cain, City Manager (530) 458-4941
Project Proponent:	City of Colusa 425 Webster Street Colusa, CA 95932

1.2 Introduction

The City of Colusa is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Police Station Project (Project or Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Project Location

The subject property (APN 002-120-026) is approximately 3.66 acres and is located in the east/central portion of the City of Colusa, with State Highway Route (SHR) 20 along its western border. The site is 0.08 miles south of the Town & Country shopping center and 1.4 miles north of the Colusa Municipal Airport. The site is 0.77 miles east of the Sacramento River. The property is not located in the Federal Emergency Management Agency (FEMA) flood zone (Panel 06011C0535G Effective Date: 3/27/2024). There are existing curbs, gutters, and sidewalks along the western frontage, which abuts SHR 20. Communication poles run along the eastern side of the existing sidewalk. Storm drainage, electrical and water services are located on SHR 20 right-of-way.

Site addresses and assessor parcel numbers:
State Highway 20, APN 002-120-026

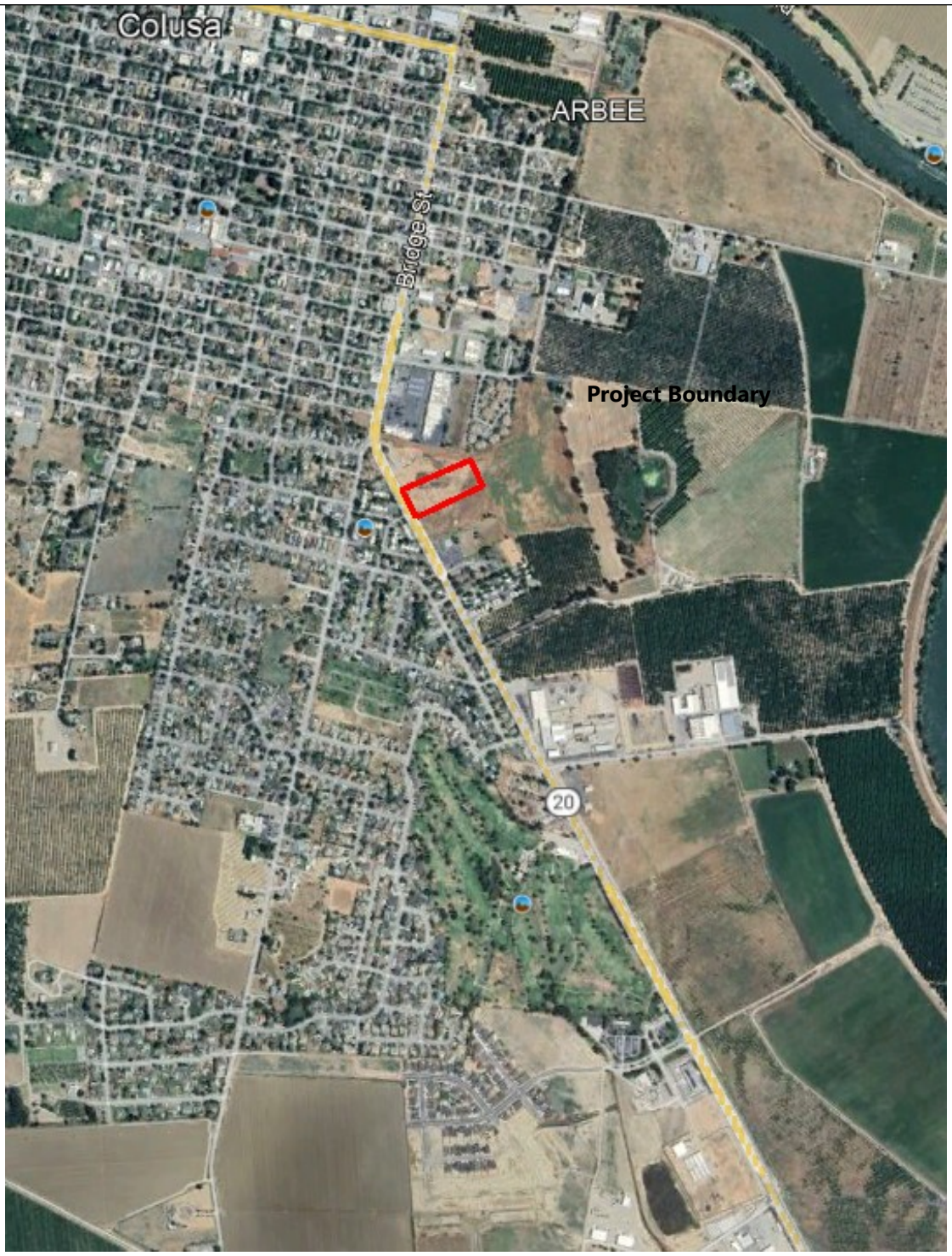
1.4 Background

Since 1977, the City of Colusa Police Department has operated at 260 6th Street, the Carnegie Library, constructed in 1906. Previously, the building was converted in 1965 from the library to City Hall. In 1986, structural stabilizers for seismic safety were compiled by reinforcing the floors and tying the roof to reinforce the iron placed along the side walls. New concrete front steps were poured in 1987. The structure lacks modern police department facilities, such as a secure lobby, accessible restrooms and parking, evidence rooms of significant size, offices, storage, and internal security storage and locker rooms. This facility, being outdated and undersized, no longer meets the department's operational needs or the city's growing

needs. Therefore, the city desires to construct a modern facility on a 3.66-acre site along High that has since been acquired.

Existing Police Station at 206 6th Street

Project Location


Colusa
ARBEE
Bridge St
Project Boundary
20

SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Description

A proposal to develop an approximately 11,707-square-foot Police Station and support improvements, including a parking lot, landscaping, lighting, security fencing, and secure storage. While converting two static billboards into electronic billboards.

The Project design would take access onto State Route 20, which fronts the western frontage of the parcel. The design has two vehicle access points, which would allow safe and efficient accommodation for distinctly different traffic functions associated with public operations and emergency enforcement activities. In that, having a primary driveway will allow for public and police operational traffic to visit the site, deliveries, administrative staff, and general day-to-day access. A secondary driveway, designated as "out only," would be dedicated to police operational vehicles exiting the site.

The proposed dual-driveway configuration would facilitate separation of public and emergency operational traffic, improve internal circulation, and support emergency response reliability for the proposed police station. The secondary restricted-access driveway would serve a critical public safety function while generating lower traffic volumes and fewer turning conflicts than a full-access driveway.

Development Applications requiring Discretionary Approvals:

1) **General Plan Amendment and Rezone** to change the land use designations and zoning districts as follows:

   Existing General Pan Land Use Designation: High Density Residential

   Proposed General Plan Land Use Designation: Public Facilities

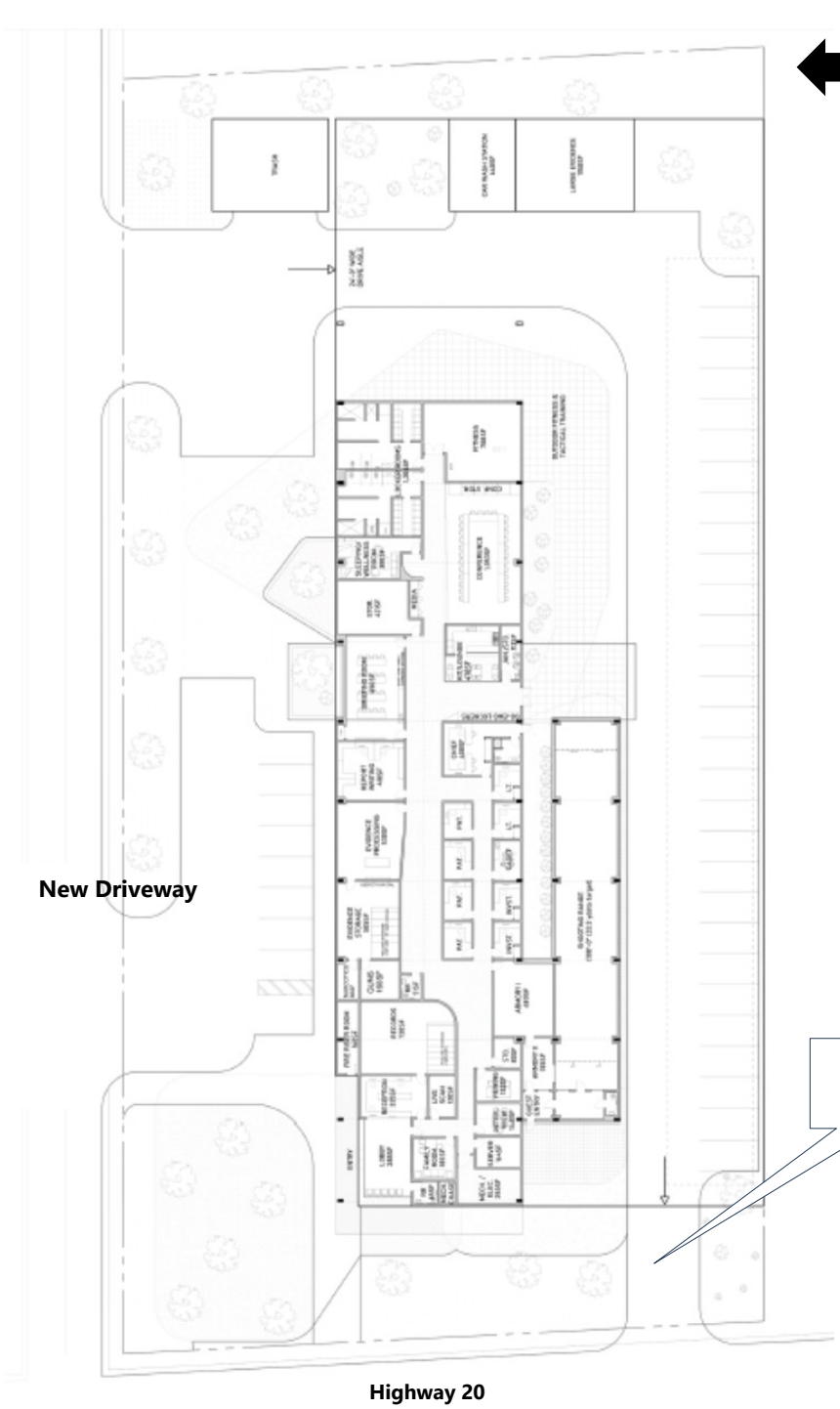
   Existing Zoning: R-4 General Apartment District with HD High Density overlay on the eastern half and M-U-B Mixed Use Bridge Street on the western half, with C-3 Secondary Traffic Pattern Airport Overlay Zone

   Proposed Zoning: P-F Public Facilities District with C-3 Secondary Traffic Pattern Airport Overlay Zone

2) **Site Review:** The placement of a new 11,707 square foot police station and supporting improvements, including parking lot, landscaping, lighting, security fencing, and secure storage.

3) **Digital Billboard:** A use permit to allow the conversion of two static billboards into electronic billboards that will contain two electronic panels.

Preliminary Site Plan


New Driveway
Out Only
Driveway
Highway 20

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/ Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required. ☐

Based on the preliminary environmental analysis performed prior to the completion of technical studies (besides traffic), the project MAY have a potentially significant impact on the environment. A Mitigated Negative Declaration or an Environmental Impact Report will need to be prepared. A decision will be made following further deliberation.

Jesse Cain, City Manager

Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

The project site is in the southeast quadrant of a small, to mid-sized city in the Sacramento Valley within an active agricultural region. Some scenic views are available from the site that include the Coast Range to the west, Sutter Buttes, and on clear days the Cascade and Sierra Nevada mountains and foothills to the east and northeast. No state scenic highways pass through the vicinity. East and south of the site is similar undeveloped land, stretching to the Sacramento River less than one mile to the east and north. West of the site are established low to medium-high density residential uses. Commercial uses are adjacent to the site's northern boundary.

Visual Character of the Project Site
The topography of the site is flat, with elevations ranging from approximately 50 to 52 feet above mean sea level. The project site is currently undeveloped land, previously in agricultural production or grazing. Vegetation across the site are native and non-native grasses periodically managed. The site is located less than one mile to the southwest of a gentle bend in the Sacramento River.

Lighting
Light levels at site and surrounding neighborhood are moderate to low intensity with the greatest source coming from the existing shopping center just to the north and apartments on the western side of Highway 20.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Limited views of the Coast and the Sierra Nevada are available from the site. Given the anticipated structural heights of buildings associated with the proposed shopping center (less than two stories or approximately 35 feet), **a less than significant impact** on scenic vistas would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

The project site is not located within the vicinity of an officially designated scenic highway and there are no scenic resources on the site. The proposed project would have **no impact** on scenic resources.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) in a non-urbanized area substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

The site is not identified by the General Plan or zoning as possessing scenic qualities or resources. Although the site's undeveloped, open-space character will change to a developed, urbanized character that surrounds it on three sides, the change in scenic quality is considered **less than significant.**

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Temporary light and glare impacts may occur during the development of site improvements and structures and are not regulated by the city code. However, construction hours are limited by city code from 7:00 a.m. to 7:00 p.m., and 8:00 a.m. to 7:00 p.m. on weekends (City Code Section 11A-3), which should minimize related glare off-site and minimize adverse effects on time views during nighttime hours.

The project may result in a moderate increase in artificial light and glare in the established neighborhoods. Potential sources of light and glare include external building lighting, parking lot lighting, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare will minimally contribute to nighttime light pollution and result in minimal impacts to nighttime views in the area.

Removal of the static billboard and replacing it with an electronic structure would increase nighttime lighting. Electronic billboards are primarily high-efficiency LED fixtures. Current display technology enables light control and modern control. Light and modern controls allow adjustments to mounting and beam angles, and help with direct light efficiency, brightness limits, and automatic brightness controls that adjust to ambient light levels. These controls also allow photocell sensors to automatically adjust from dusk-to-dawn operation.

New lighting associated with the project will be consistent with the light levels created by the existing shopping center just to the north, and the gas station being constructed to the north, and is not anticipated to create operational off-site glare impacts. Therefore, the proposal would create **less than significant** glare impacts on the area.

4.2 Agriculture and Forestry Resources

The *Draft Master Environmental Impact Report (DMEIR)* prepared for the City of Colusa General Plan Update in 2007 evaluated potential land use impacts associated with build-out of the General Plan Update. Analysis was based on a review of planning documents including the General Plan, Zoning Ordinance, a field review of the City and surrounding areas, and consultation with responsible agencies.

The DMEIR agricultural analysis utilized information from various sources including the California Department of Conservation Farmland Conversion Report 1998-2000, the California Department of Conservation Important Farmland Map of Colusa County, the Soil Survey of Colusa County prepared by the NRCS in 2002, and the Summary of County Agricultural Commissioners' Reports, 2003-2004 by the National Agricultural Statistics Service. Based on this information, the analysis assessed the potential value of agricultural lands in the proposed Planning Area and utilized the proposed Land Use Diagram to determine potential impacts.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS).

The DOC identifies the project site as Urban-Built-up Land and Other Land and not identified to be suitable for agricultural production. No properties within the City of Colusa Planning Area are designated by the General Plan as Agricultural. Although some Prime Farmland exists in the City, the DMEIR identified that any conversion of prime agricultural land would be significant and unavoidable.

According to the DMEIR, there are no properties in the City subject to a Williamson Act contract, does not contain forest or timber resources, and is not zoned for forestland protection or timber production.

4.2.1 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐

The California Department of Conservation (DOC) identifies the project site as Grazing Land and as Farmland of Local Importance. The City of Colusa analyzed the potential impacts associated with development of important farmlands that have been designated for non-agricultural uses in the DMEIR prepared for the 2007 General Plan. Specifically, the City's DMEIR notes that by implementing the General Plan, "development of the project site into residential, open space and educational uses would remove this

area from potential agricultural production and results in the permanent loss of 442 acres of prime or locally important farmland to urban development. This is considered a significant impact" (page 5.1-10).

The City found this impact to be significant and unavoidable (Impact 5.1.1). As such, environmental findings and a Statement of Overriding Considerations was adopted by the City of Colusa City Council as part of the certification of the EIR. As the impacts associated with the conversion of important farmland of the subject Site were previously assessed, the Proposed Project would be consistent with development anticipated in the City's General Plan and would further be consistent with surrounding residential development, and a Statement of Overriding Considerations was adopted for identified significant and unavoidable impacts, therefore, a **Less Than Significant Impact** would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

According to the DMEIR (referenced above), there are no properties in the City of Colusa subject to a Williamson Act contract. The Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

According to the DMEIR (referenced above), the City of Colusa contains no forest or timber resources and is not zoned for forestland protection or timber production. The Project would have **no impact** in this area.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

According to the DMEIR (referenced above), the City of Colusa does not contain forest or timber resources. The Project would have **no impact** in this area.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

The California Department of Conservation (DOC) identifies the project site as Grazing Land and as Farmland of Local Importance. The City of Colusa analyzed the potential impacts associated with the development of important farmlands designated for non-agricultural uses in the DMEIR prepared for the 2007 General Plan. Specifically, the City's DMEIR notes that by implementing the General Plan, "development of the project site into residential, open space and educational uses would remove this area from potential agricultural production and results in the permanent loss of 442 acres of prime or locally important farmland to urban development. This is considered a significant impact" (page 5.1-10).

The City found this impact to be significant and unavoidable (Impact 5.1.1). As such, environmental findings and a Statement of Overriding Considerations were adopted by the City of Colusa City Council as part of the certification of the EIR. As the impacts associated with the conversion of important farmland of the subject Site were previously assessed, the Proposed Project would be consistent with development anticipated in the City's General Plan and would further be consistent with surrounding residential development, and a Statement of Overriding Considerations was adopted for identified significant and unavoidable impacts; therefore, a Less Than Significant Impact would occur.

4.3 Air Quality

4.3.1 Environmental Setting

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure governing the Colusa County portion of the Northern Sacramento Valley Air Basin (NSVAB), which encompasses the Project site.

4.3.2 Northern Sacramento Valley Air Basin

The California Air Resources Board (CARB) divides the state into air basins with similar meteorological and topographic features. Corning lies in the NSVAB, which includes Sutter, Yuba, Colusa, Butte, Glenn, Tehama, and Shasta counties. The NSVAB is bounded on the north and west by the Coastal Mountain Range and on the east by the southern end of the Cascade Mountain Range and the northern end of the Sierra Nevada. These mountain ranges reach heights in excess of 6,000 feet above mean sea level, with individual peaks rising much higher. The mountains form a substantial physical barrier to locally created pollution as well as to pollution transported northward on prevailing winds from the Sacramento metropolitan area (Sacramento Valley Air Quality Engineering and Enforcement Professionals [SVAQEEP] 2015).

The environmental conditions of Colusa County are conducive to potentially adverse air quality conditions. The basin area traps pollutants between two mountain ranges to the east and the west. The U.S. Environmental Protection Agency (USEPA) and CARB designate air basins or portions of air basins and counties as being in "attainment" or "nonattainment" for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The determination of whether an area meets

the State and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the State and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the State standards of the same pollutant. The region is designated as a nonattainment area for the State standard for PM10 (CARB 2018).

4.3.3 Local Regulatory Framework

The Colusa County Air Pollution Control District (CCAPCD) is the agency primarily responsible for ensuring that National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are not exceeded and that air quality conditions are maintained in the Colusa County portion of the Northern Sacramento Valley Air Basin (NSVAB). In an attempt to achieve NAAQS and CAAQS and maintain air quality, the air district, in coordination with the other air districts of the NSVAB, has completed several air quality attainment plans and reports, which together constitute the State Implementation Plan (SIP) for the NSVAB. The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date. As previously stated, the Colusa County portion of the NSVAB, which encompasses the Project site, is classified as Attainment for all federal standards. As such, Colusa County is not subject to an air quality plan.

4.3.4 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

As noted above, neither the City of Colusa nor the CCAPCD has established CEQA air pollution thresholds for assessing air quality impacts, and the CCAPCD does not have an adopted air quality plan. Development of the site would be subject to existing rules and regulations governing emissions, including obtaining a local Air Quality Permit and ensuring that the construction fleet meets state minimum standards set by the California Air Resources Board (CARB). Such standards require gradual turnover to cleaner equipment, retrofitting, and specific emissions controls like fugitive dust control, covering hauling trucks, using wet sweepers, watering surfaces, and limiting vehicle speeds on project sites.

Given the above, **a Less Than Significant Impact** would result with regard to conflicts or obstructing the implementation of an air quality plan.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

As noted above, neither the City of Colusa nor the CCAPCD has established CEQA air pollution thresholds for assessing air quality impacts, and the CCAPCD does not have an adopted air quality plan. Development of the site would be subject to existing rules and regulations governing emissions, including obtaining a local Air Quality Permit and ensuring that the construction fleet meets state minimum standards set by the California Air Resources Board (CARB). Such standards require gradual turnover to cleaner equipment, retrofitting, and specific emissions controls like fugitive dust control, covering hauling trucks, using wet sweepers, watering surfaces, and limiting vehicle speeds on project sites.

As such, a **Less Than Significant Impact** would result with regard to conflicts or obstructing the implementation of an air quality plan.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

The CCAPCD has not adopted standards; there are no thresholds or criteria to exceed. Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors include residences located directly adjacent to the Project's western boundary.

Construction-related activities would result in temporary, short-term, project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading), soil hauling truck traffic, paving, and other miscellaneous activities. Relatively low mass of DPM emissions that would be generated during even the most intense season of construction, the fact that construction would not last as long as the minimum duration of exposure from which to calculate health risk, and the relatively short duration that construction activities would occur at a single location on the 3.66 acre property, construction-related Toxic Air Contaminant (TAC) emissions would not expose sensitive receptors to substantial amounts of air toxics. In addition, operation of the site as a Police Station would not result in long-term emissions of DPM or other air contaminant particulate, as an administrative government building does not emit such air toxins. Therefore, the result is a **less than significant impact**.

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Odors are typically regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

During construction, the Proposed Project has the potential to generate objectionable odors from diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would result in a **less-than-significant impact on** odor emissions.

Regarding operational odors, the project does not include common obnoxious odors associated with agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. Therefore, the project would result in a **less-than-significant impact** related to operational odor emissions.

4.4 Biological Resources

4.4.1 Environmental Setting

The City of Colusa is located on a generally flat, agricultural plain. The Sacramento River forms the natural northern border of the City. The 63-acre Colusa-Sacramento River State Recreation Area (SRA) is located just north of the City's boundaries. Common wildlife in the SRA includes deer, raccoons, opossums, foxes, skunks and muskrats. Birds observed in the area include ring-necked pheasants, California quail, mallard ducks, Canada geese, western meadowlarks, northern flickers and ospreys. Vegetation in the area includes cottonwood, willow, fig trees and wild grape, among many other trees, shrubs, and plants along the river.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

According to the Draft Master Environmental Impact Report (DMEIR) certified in conjunction with the City of Colusa's 2007 General Plan Update, there are currently no adopted habitat conservation plans or natural community conservation plans in the General Plan Planning Area. The proposed Project is located on previously disturbed land that has been designated for development in the City of Colusa General Plan, adopted in 2007. The development proposed in association with the implementation of the General Plan will not affect any habitat conservation plans or natural community conservation plans in the area. Chapter 6 (Parks, Recreation, and Resource Conservation) of the City of Colusa General Plan notes that "the urbanized areas both in and outside of the City limits are generally less likely to contain significant wildlife resources or habitat, and the California Department of Fish and Game has indicated there are no endangered animal species within the City of Colusa." Therefore, the proposed project is anticipated to have a **Less Than Significant Impact** on sensitive species, habitats, or related plans.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

A review of the online United States Fish and Wildlife Service National Wetlands Inventory map for the Site area indicates that no wetlands are on the Site. No creeks, streams, or rivers exist on the Project site. No riparian habitats or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) have been identified on the Project site *(City of Colusa DMEIR, July 2007)*. For these reasons and those cited in Section 4.4.2 a) of this Initial Study (above), the Project is anticipated to have a **Less Than Significant Impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				

Chapter 6 "Parks, Recreation, and Resource Conservation" of the City of Colusa 2007 General Plan, provides that the City of Colusa and outlying areas do not have species or vegetation that fall into the rare, threatened, or endangered categories. Chapter 6 continues that infill development in more developed areas of the City (such as the project site) is not expected to adversely affect important biological habitats (which include state and federally protected wetlands) or plant species. As previously discussed, the site has been previously disturbed and contains seasonal weeds. As such, the Project is anticipated to have a **Less Than Significant Impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

The project site is adjacent to the north, west, and south of existing development areas and roadways, and there are no areas in the immediate vicinity with native habitat that can support large concentrations of wildlife, with the exception of the Sacramento River, which is 0.77 miles to the east and rice fields for migratory birds, which are approximately 1.34 miles to the west. Therefore, the Project site does not function as a wildlife corridor. The site contains no waterways and thus would not impact the migration of fish. Thus, the project would have no impact on native wildlife nursery sites. The Project would have **less than significant impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Since the site is absent sensitive biological resources or habitats, the proposal would not conflict with no adopted General Plan policies or ordinances protecting biological resources. Therefore, **no impact** would occur.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

There are no adopted habitat conservation plans, natural community conservation plans, or any adopted biological resources recovery or conservation plans in the City of Colusa. As such, **no impact** would occur.

4.5 Cultural Resources

4.5.1 Environmental Setting

As provided in the *Chapter 4.9 Historic and Cultural Resources* of the *City of Colusa General Plan Draft Master Environmental Impact Report,* (see Reference Document List), the project is located within Wintun Indian territory which occupied the southwest portion of the Sacramento Valley, from the lower hills of the eastern North Coast Ranges to the Sacramento River, and from Princeton south to San Pablo and Suisun Bays. A number of Wintun villages had been identified along the Sacramento River near the City of Colusa (Kroeber 1925, 1932). Euro-American contact with Native American groups living in the Central Valley of California began during the last half of the eighteenth century. At this time, the attention of Spanish missionaries shifted away from the coast, and its dwindling Native American population, to the conversion and missionization of central valley interior populations.

The City of Colusa is located at the site of the former Native American village of Koru. Koru was the governing seat for the Korusi tribelet of Southern Wintun. In 1843, General John Bidwell and a small party of men (from the Chico Rancheria approximately 50 miles northeast of Colusa) traveled south along the Sacramento River through Korusi territory on their way to Sutter's Fort in Sacramento. Bidwell estimated the population of the village of Koru to be at least 1,000. He also noted 17 large villages west of Colusa along a stream that connected to the Sacramento River and estimated that not less than 15,000-20,000 Native Americans occupied the area within ten miles of Koru (Green, 1880; Rogers, 1891).

Beginning in the late 19th century, Colusa County and the City of Colusa became agricultural centers for the production of wheat, and by 1876, Colusa County produced 143,000 tons of wheat for export.

4.5.3 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐

As discussed above, the site is vacant and contains no other structures aside from two billboards. The site has been historically used for agriculture, resulting in the field being tilled and turned over. Currently, there are no agricultural activities on the site, and it's routinely mowed for weed abatement purposes.

Caltrans conducted an initial study and adopted an Initial Study/Negative Declaration for the adjacent SHR 20 Improvement Project (recently constructed). In conjunction with that project, Caltrans archeologists consulted with the State Historic Preservation Officer, conducted record research, and conducted a pedestrian survey of the Affected Project Area (APE), including adjacent lands. These investigations did not identify any archaeological or cultural resources. Caltrans adopted a standard *Programmatic and Archaeological Resources Management Plan* as part of the SHR 20 Improvement Project to ensure that any cultural resources discovered during construction are adequately protected. As such, the *Programmatic and Archaeological Resource Management* Plan, adopted as a part of the SHR 20 Improvement Project, will continue to apply. Therefore, based on the above, impacts related to historical resources are considered **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

As noted above under Section 4.5.3 (a), the site was previously disturbed under agricultural practices and is now vacant. Also, as part of the recently constructed Caltrans SHR 20 Improvement Project, archaeological record searches and pedestrian-level surveys conducted by Caltrans in conjunction with the project did not identify cultural resources on the project site (see above under Section 4.5.3a of this initial study). Caltrans adopted a Negative Declaration and standard *Programmatic and Archaeological Resources Management Plan* in conjunction with the SHR 20 Improvement Project (described above) to ensure that any subsurface cultural resources discovered during construction are adequately protected.

Although no archaeological resources are known to exist on the proposed project site, the City's EIR for the 2007 General Plan notes that development accommodated under the proposed General Plan Update may encounter identified as well as currently undiscovered prehistoric and historic resources. As noted in the Existing Setting subsection of the General Plan, a substantial Native American population existed in the Colusa area.

On January 21, 2026, Element Land Solutions contacted the Native American Heritage Commission (NAHC) to request a Sacred Lands File (SLF) search and contact information for the representative of the Native American tribes associated within the project area.

On January 22, 2026, a response was received from NAHC stating that an SLF search was conducted through the Native American Heritage Commission and that the results were negative. Included within the NAHC letter was a Native American contact list of tribes that may have knowledge of cultural resources in the Project area. A total of five (5) tribal contacts were included on the contact list. On February 27, 2026, individual letters were then mailed to each tribal contact, which gave a brief project description, a location of the site and a copy of the preliminary site plan. The letters requested that individual tribes contact the City within 30 days if they wished to discuss the Project further. On March 13, 2026, a representative from the Colusa Indian Community Council (CICC) made contact, and staff held a consultation meeting on March 31, 2026. As a result of that consultation meeting, staff agreed to develop an Inadvertent Discovery Plan

prior to ground-related disturbances and activities. Therefore, within the incorporation **Mitigation Measure Cult-1 – Inadvertent Discovery** Plan, impacts related to cultural resources will be reduced to **less than significant with mitigation**.

On March 20, 2026, the Yocha Dehe Wintun Nation responded to our request to consult. Upon further correspondence with the tribe, staff informed the Yocha Dehe Wintun that the CICC has also made contact. As such, on March 24, 2026 the Yocha Dehe Wintun Nation has deferred to the CICC for review of the project.

Mitigation Measures Cult-1 – Inadvertent Discovery Plan

Prior to the commencement of any ground-disturbing activities, the project applicant shall create an Inadvertent Discovery Plan (IDP) in conjunction with and approval by the Colusa Indian Community Council (CICC) representative. The IDP shall establish procedures to be implemented in the event that previously unidentified archaeological resources, tribal cultural resources, historic-period artifacts, or human remains are encountered during construction activities.

At a minimum, the IDP shall include:

- Procedures for the immediate cessation of work within a specified buffer area around the discovery;
- Notification protocols identifying responsible parties, including the project applicant, qualified archaeologist, Native American representatives/tribes as appropriate, and applicable local and state agencies;
- Methods for evaluating the significance and eligibility of discovered resources;
- Procedures for avoidance, preservation in place, documentation, data recovery, or other treatment measures consistent with applicable federal, state, and local regulations;
- Requirements for worker environmental awareness training regarding the identification and protection of cultural resources;
- Procedures for the treatment of human remains in accordance with applicable state law, including notification of the County Coroner and Native American Heritage Commission, if applicable; and
- Requirements for final documentation and reporting of discoveries and mitigation actions.

The approved IDP shall be distributed to construction supervisors and maintained onsite throughout all ground-disturbing activities. All personnel involved in excavation or grading activities shall comply with the procedures identified in the plan.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

As noted above under Sections 4.5.3 a. and b. of this initial study, although no archaeological resources are known to exist on the site, there is a moderately high potential that subsurface cultural resources may

exist, including human remains, and that may be disturbed during ground-disturbing activities. To mitigate potential impacts, incorporating the Mitigation Measure Cult – 1: Inadvertent Discovery Plan as a mitigation measure would reduce **impacts to less than significant**.

4.6 Energy

4.6.1 Environmental Setting

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) during both the construction and long-term operational phases. The Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to the Project area. PG&E provides natural gas and electricity to most of the northern two-thirds of California, from Bakersfield and Barstow to near the Oregon, Nevada, and Arizona State Line. It provides 5.2 million people with electricity and natural gas across 70,000 square miles.

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Project construction would have a minimal effect on local and regional energy supplies, especially in the long term. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency, combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be more inefficient, wasteful, or unnecessary than that of other similar development projects of this nature. Similarly, electricity and fuel consumption required for project operations would be commensurate with those of other development projects in the area. Further, Title 24 of the California Building Code (CBC) requires that energy calculations be submitted with the building plans. Energy calculations verify compliance of various building systems, such as HVAC, insulation, and lighting, against state-mandated benchmarks. These calculations are required for all new buildings. In addition, the project will need to be "solar-ready" and "EV (electric vehicle) ready," meaning infrastructure will need to be in place so that those improvements can be added to the structure with minimal modifications. For these reasons, related impacts are considered to be **less than significant.**

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The City of Colusa has not adopted a local plan for renewable energy or energy efficiency. However, several goals, policies, and actions were adopted with the City's 2007 General Plan Update that encourage and require energy efficiency in new development. The *DMEIR* adopted in conjunction with the General Plan Update provides that *"The City can and does require energy efficient design in building construction within the City. This requirement and the General Plan policies and implementing actions listed previously can effectively reduce GHG emissions from building operations (energy use)."* The Project will be required to comply with the most recent existing local and state standards at the commencement of construction. In addition. As discussed under Item a) above, the energy and fuel consumption related to this Project would be minimal. For these reasons, this impact would be **less than significant**.

4.7 Geology and Soils

4.7.1 Environmental Setting

Geomorphic Setting

The Project Site is located within the Great Valley Geomorphic Province (i.e., Central Valley), which is primarily described as a relatively flat alluvial plain, about 50 miles wide and 400 miles long, with thick sequences of sedimentary deposits of Jurassic through Holocene age (about 160 million years ago). The Sacramento Valley occupies the northern one-third of the Central Valley and Colusa and the Site are along the central axis of the valley. Major geomorphic units of the Central Valley include dissected uplands, low alluvial plains and fans, river flood plains and channels, and overflow lands and lake bottoms. The low-lying overflow lands flank the river flood plains and channels to the east and west in the Colusa area. Site elevation is approximately 51-52 feet above mean sea level (USGS Colusa, California 7.5-minute series topographic map) and surface topography in the immediate vicinity of the Site slopes gently downward toward the south-southeast *(City of Colusa DMEIR July 2007)*.

Site Geology

According to the California Geological Survey (CGS, 1960), the Project site is underlain by what is termed Fan and Basin deposits, stratified deposits of gravel, sand, silt, clay, or other debris, moved by streams from higher to lower ground (USGS 2018a).

Site Soils

According to the Colusa County Soil Survey, there are three soil types, with sub-variations, that comprise the primary soils found in the proposed Planning Area: the Colusa Series, Sycamore Series, and Marvin Series *(Natural Resources Conservation Service (NRCS) website www.ca.nrcs.usda.gov/mlra02/colusa.html).* Several of the soils identified within the City have a moderate shrink-swell potential. These include the Moonbend silt loam, the Colusa loam and the Grandbend loam. The expansion and contraction of these soils can cause damage to building foundations, streets and other infrastructure. Proper engineering and construction techniques can eliminate expansive soil problems *(City of Colusa DMEIR, July 2007).* The Soils Map provided in the City's DMEIR indicates soil on the site is Colusa Clay Loam with moderate alkalai (see more details of this soil type, below).

Colusa Series: Colusa Series soils are derived from mixed river sediments, which contain a predominance of micaceous granite material. Colusa subsoil structure has no definition, but includes distinct horizontal characteristics. Variations in this series include deep subsoil, which may be stratified and underlain at various depths by a moderately dense clay substratum that resembles Marvin Series soil material. Alkali

content varies in amount and consists of sodium carbonate alkali. The topography found with these soils is flat with many shallow drainage channels. Drainage is poor, but the annual water table is high.

Sycamore Series: The Sycamore Series is composed of a group of alluvial soils formed from transported materials that are dominantly granite in character. This series also contains some basic and sedimentary alluvium. Surface textures range from fine sandy loam to clay loams. Most of the loams have been inherited from ground water reaching the lower profile during the rainy season. Parent materials are generally non-calcareous, but the subsoils are calcareous. The topography of these soils is generally flat, with gently sloping flood plain relief. The soil type is generally well drained with little to no erosion.

Marvin Series: The Marvin Series consists of soil derived from transported alluvium of mixed origin with a predominance of granite material. These soils occupy the older and imperfectly drained portions of the flood plain and/or occur near the flat basin area of a river channel. The subsoils are moderately compacted with accumulations of lime. Surface and subsoil drainage tend to be poor.

The Soil Survey of Colusa County also provides a more detailed classification of soils. Figure 4.6-1 *(of the City's DMEIR)* identifies each soil type relative to their location throughout the proposed Planning Area. Generally, four types of soils are found:

Moonbend Silt Loam Moonbend silt loam, composed primarily of alluvium, is generally found within the floodplain of the Sacramento River. It is a moderately well-drained soil with very little slope (0-2 percent), so runoff potential is very low. Its major use is for irrigated crops. Building limitations on this soil are considered severe due to a moderate shrink-swell potential (expansion and contraction of soil with moisture). The soil strength for roads and streets is ranked as low, posing another limitation.

Colusa Loam Colusa loam, also composed primarily of alluvium, is generally found south of the City of Colusa. It is a somewhat poorly drained soil with very little slope (0-2 percent). Runoff potential is very low. Its major use is for irrigated crops. Building limitations on this soil are considered severe due to moderate shrink-swell potential and wetness 2.5-6 feet below ground surface. The soil strength for roads and streets is ranked as moderate, posing a moderate limitation.

Grandbend Loam Grandbend loam is composed primarily of alluvium. It is generally found along the Sacramento River. It is a somewhat poorly drained soil with very little slope (0-2 percent). Runoff potential is very low. Its major use is for irrigated crops. Building limitations on this soil are considered severe due to moderate shrink-swell potential and wetness approximately 2.5 feet below ground surface. The soil strength is considered adequate for roads and streets.

Vina Loam As with the other major soils in the proposed Planning Area, Vina loam is composed primarily of alluvium. It is generally found in small areas along the Sacramento River. It is a well-drained soil with very little slope (0-2 percent), so runoff potential is very low. Its major use is for irrigated crops. The only building limitation identified with this soil is flooding, as is the case with the other soils given their location within the Sacramento River floodplain.

Regional Seismicity and Fault Zones

In California, special definitions of active faults were adopted to implement the Alquist-Priolo Earthquake Fault Zoning Act of 1972, which regulates development and construction to avoid the hazard of surface fault rupture. The State Mining and Geology Board established policies and criteria in accordance with the act. The Board defined an active fault as one which has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault was considered to be any fault that showed evidence of surface displacement during Quaternary time (last 1.6 million years). Because of the large number of

potentially active faults in California, the State Geologist adopted additional definitions and criteria to limit zoning to only those faults with a relatively high potential for surface rupture. Thus, the term "sufficiently active" was defined as a fault for which there was evidence of Holocene surface displacement. This term was used in conjunction with the term "well-defined," which relates to the ability to locate a Holocene fault as a surface or near-surface feature (CGS 2010).

The primary seismic hazard associated with the City of Colusa planning area is minor ground shaking (not as noted above "sufficiently active"). The planning area is not located within an Alquist-Priolo earthquake hazard zone. As identified in the General Plan Safety Element, no active or potentially active faults underlie the City of Colusa, based on published geologic maps. Surface evidence of faulting has not been observed, and the closest active fault system is the 40-mile-long Willows fault, located about 10 miles west of the City. *Liquefaction* is the loss of soil strength due to seismic forces generating various types of ground failure. The potential for liquefaction must account for soil types and density, the groundwater table, and the duration and intensity of ground shaking. Based upon known soil, groundwater, and ground shaking conditions, the potential for liquefaction within the City of Colusa is considered low. The potential for ground lurching, differential settlement or lateral spreading occurring during or after seismic events in the proposed Planning Area is also considered low *(City of Colusa DMEIR, July 2007).*

Paleontological Resources

A paleontological records search has not yet been requested from the University of California Museum of Paleontology (UCMP).

4.7.2 Geology and Soils (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒

i) The Proposed Project site is not located within an Alquist-Priolo Earthquake Zone, therefore, there would be **no impact** related to fault rupture.

ii) According to CGS's Earthquake Shaking Potential for California mapping, the Proposed Project site is located in an area which is distant from known, active faults and will experience lower levels of groundshaking less frequently. In most earthquakes, only weaker masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking in the area (CGS 2016). The Proposed Project will include the construction of new government building, which may be affected by a seismic event. However, all structures would be required to comply with Chapter 6-Building Regulations of the City of Colusa Municipal Code, the most recent edition of Title 24 of the California Building Code, including any required seismic building standards. With application of existing building code regulations, and due to the distance from active faults, the Proposed Project would have a **less than significant** impact related to strong ground shaking.

iii) Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:

- Loss of bearing strength – soils liquefy and lose the ability to support structures
- Lateral spreading – soils slide down gentle slopes or toward stream banks
- Flow failures – soils move down steep slopes with large displacement
- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

The Safety Element of the City of Colusa General Plan notes there are no known active faults within Colusa County. While the possibility of an earthquake affecting the City of Colusa cannot be ruled out, the best geologic evidence indicates that the City of Colusa would experience only low-intensity shaking from faults outside the County. Three factors are required for *liquefaction* to occur: (1) loose, granular sediment; (2) saturation of the sediment by groundwater; and (3) strong shaking. Because the Proposed Project site is located in an area determined to have a low chance of seismic hazard and all projects in Colusa are required to comply with the seismic building standards of the California Building Code, the potential for impacts resulting from liquefaction is considered **less than significant**.

iv) The project site has flat topography, indicating no potential for landslides. As such, the Proposed Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

As discussed above, the soil on the project site is Colusa Clay Loam with Moderate Alkalai, indicating potential building limitations on this soil considered to be severe due to moderate shrink-swell potential and wetness 2.5-6 feet below ground surface. Implementation of the California Building Code, including

compaction testing required by the City of Colusa provide existing regulations that will reduce the potential for significant soil erosion to **less than significant levels.**

Future grading and site preparation activities associated with Project development would remove topsoil from the vacant parcel, disturbing the soil and potentially exposing it to erosion from a variety of sources, including wind and water. However, the Project site is flat, which would reduce the potential for substantial erosion. Because construction and the resulting potential erosion may affect water quality, any development involving clearing, grading, or excavation that causes soil disturbance on one or more acres is subject to a National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit. The Proposed Project would also be required to prepare and comply with an approved stormwater pollution prevention plan. The flat topography of the site and compliance with this requirement would reduce potential erosion impacts to a **less than significant** level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

As discussed previously, the Project has no potential for landslides due to the site's flat topography.

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other “free” face, such as an excavation boundary. Soils on the site (Colusa Clay Loam) exhibit a distinct horizontal characteristic. Chapter 6-Building Regulations of the City of Colusa Municipal Code (which adopts the 2013 California Building Code) includes common engineering practices requiring special design and construction methods that reduce or eliminate potential soil-related impacts. As such, the potential for impacts due to collapse would be less than significant.

According to the City of Colusa General Plan’s Safety Element, *liquefaction* is a hazard associated with seismic activity. Liquefaction occurs when seismic waves act upon water in saturated soils, causing the soils to lose their cohesiveness and act like a liquid. As the description indicates, liquefaction tends to occur in soils that are moist, which generally includes soils near streams and bodies of water. Colusa is located on the west bank of the Sacramento River, on top of soils formed by deposits left from previous flooding. These soils tend to contain silts, which can become moist easily. Liquefaction could be a concern in areas with soils located near the Sacramento River, including the project site. However, as previously discussed, the potential for ground shaking in the City of Colusa due to an earthquake of sufficient magnitude to create liquification is considered low to moderate.

Overall, the Project would have a **less than significant** impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
property?				

Expansive soils are types of soil that shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Expansive soils can be determined by a soil's linear extensibility. There is a direct relationship between linear extensibility of a soil and the potential for expansive behavior, with expansive soil generally having a high linear extensibility. Thus, granular soils typically have a low potential to be expansive, whereas clay-rich soils can have a low to high potential to be expansive. Soils on the project site are known to have moderate shrink-swell potential. However, all structures would be required to comply with Chapter 6-Building Regulations of the City of Colusa Municipal Code and the California Building Code. With application of existing building code regulations, the Proposed Project would have a **less than significant impact** related to the shrink-swell potential of soils.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

The Project would connect to the City of Colusa's wastewater collection and treatment plant, which is located along the public right-of-way of Highway 20/45. The Proposed Project would not use a septic system or other wastewater disposal system. Thus, the Project would have **less than significant** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

As noted above, no paleontological resources or unique geologic features are known to exist on the project site, therefore, **less than significant impact** is anticipated.

4.8 Greenhouse Gas Emissions

This section describes the environmental setting for greenhouse gas emissions (GHG), including the regulatory setting and existing conditions and the impacts on GHGs.

4.8.1 Environmental Setting

GHGs are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO2), methane (CH4), nitrous

oxide (N2O), and chlorofluorocarbons, creates a blanket around the Earth that allows light to pass through but traps heat at the surface, preventing it from escaping into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH4 traps more than 25 times more heat per molecule than CO2, and N2O absorbs 298 times more heat per molecule than CO2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO2e). Expressing GHG emissions in CO2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO2 were being emitted.

4.8.2 Regulatory Setting

State Assembly Bill 32 and Senate Bill 375

In California, GHG emission reduction goals are set into law primarily through AB 32 and SB 375. AB 32, also known as the Global Warming Solutions Act, established a goal to reduce GHG emissions in the State to 1990 levels by 2020. SB 375 builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 in comparison to 2005 emissions. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006. In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by Executive Order (EO) B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Greenhouse Gas Emissions Impact Assessment and Thresholds of Significance

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to greenhouse gas emissions if it would:

1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or

2) conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

The CEQA Guidelines Appendix G thresholds for GHGs do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's greenhouse gas emissions or rely on a "qualitative analysis or other performance-based standards." (14 CCR 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to

select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Specifically, the Project will be assessed for consistency with regulations or requirements adopted by the 2008 Climate Change Scoping Plan and subsequent updates.

Greenhouse Gas Emissions (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
impact on the environment?				

The facility itself is not an industrial source of greenhouse gases and would not directly generate substantial emissions during normal operations. Any limited emissions associated with the project would primarily result from temporary construction activities and indirect electricity consumption, both of which are heavily regulated and minimized through existing laws, building codes, and utility requirements.

The proposed police station would not include manufacturing processes, heavy industrial equipment, combustion-based power generation, or other significant stationary emission sources. Typical police station operations consist primarily of office functions, public service activities, administrative work, communications, and vehicle storage. These activities do not inherently produce substantial greenhouse gas emissions. In California, electricity supplied to public facilities is increasingly generated from renewable and low-carbon sources under state renewable portfolio standards and utility decarbonization mandates, further reducing indirect emissions associated with building operations.

In addition, the project would be required to comply with the current edition of the California Building Standards Code (Title 24), which includes strict energy-efficiency requirements intended to reduce building energy consumption and greenhouse gas emissions. Title 24 standards regulate insulation, lighting efficiency, HVAC systems, energy management controls, water heating systems, and overall building performance. Compliance with these mandatory measures substantially reduces operational energy demand compared to older facilities.

The project would also be subject to California's CALGreen Building Code, which requires sustainable construction practices, water conservation measures, construction waste diversion, and energy-efficient building design. CALGreen is specifically intended to reduce environmental impacts associated with new development and supports statewide greenhouse gas reduction goals.

Where feasible, the police station may incorporate additional sustainability measures such as:

- Rooftop solar photovoltaic systems;
- Electric vehicle charging infrastructure;
- High-efficiency HVAC and lighting systems;
- Low-energy building materials and appliances;
- Drought-tolerant landscaping;
- Water-efficient fixtures; and
- Battery storage or energy management systems.

These measures would further reduce electricity demand and associated indirect greenhouse gas emissions.

Construction-related emissions would be temporary and limited in duration. Construction equipment emissions are regulated by the California Air Resources Board (CARB), which enforces strict diesel engine

standards, fuel requirements, idling limitations, and emissions controls for off-road equipment and heavy-duty vehicles. Construction activities would cease upon project completion and would not represent a long-term source of greenhouse gases.

The project would also be required to comply with applicable regional air quality management district regulations, stormwater pollution prevention requirements, erosion control standards, and waste management regulations. These existing regulatory programs are specifically intended to minimize environmental impacts during both construction and operation.

Because the police station would operate as a civic/public service facility rather than a major emissions-generating land use, and because the project must comply with modern California energy efficiency and environmental regulations, the project would not generate significant direct or indirect greenhouse gas emissions. Operational emissions would be relatively low and consistent with typical institutional office uses. Furthermore, the project would not conflict with state or local greenhouse gas reduction plans, renewable energy requirements, or climate action policies.

Accordingly, the project's greenhouse gas impacts would be less than significant, and the proposed police station would not constitute a substantial generator of greenhouse gas emissions or create a significant adverse environmental effect.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The city of Colusa does not have any adopted plan, policies or regulations that discuss the reduction of greenhouse gas (GHG) emissions.

However, AB 32, the California Global Warming Solutions Act of 2006, required the state to reduce its GHG emissions to 1990 levels by the year 2020. Because the state met this milestone four years ahead of schedule, the Scoping plan is now updated every five years to tackle progressively stricter mandates. The Scoping Plan provides a framework for action to reduce GHG and requires CARB and other State agencies to adopt regulations and other initiatives. Scoping plans are not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.

It does not provide recommendations for lead agencies to develop evidence-based numeric thresholds consistent with the Scoping Plan, the State's long-term GHG goals, and climate change science. Under the Scoping Plan, however, there are several State regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other State agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential (GWP) GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends statewide implementation strategies to meet the goals of AB 32 and establishes an overall framework for the measures to be adopted to reduce California's GHG emissions. Table 3-4 highlights measures that have been, or will be, developed under the Scoping Plan and presents the Project's consistency with Scoping Plan measures. The Project would comply with all regulations

adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the Project.

The Project is consistent with the Scoping Plan in that would be required to comply with the California Building Energy Efficiency Standards (Title 24), which are a key implementation measure identified in the AB 32 Scoping Plan. Title 24 requires high-efficiency building systems, reduced energy demand, efficient lighting, insulation standards, and modern HVAC performance measures that reduce operational greenhouse gas emissions from buildings.

Because the facility would be constructed under current building codes, it would consume substantially less energy than older public safety facilities and would contribute to statewide reductions in electricity and natural gas demand.

The Project would receive electricity from California's increasingly renewable electric grid, which is subject to state Renewable Portfolio Standard requirements and ongoing utility decarbonization efforts.

The structure will be solar-ready, with the potential for battery storage, or electric vehicle charging infrastructure, which would further would further support the Scoping Plan's objectives related to clean energy generation and transportation electrification.

Construction activities associated with the project would comply with CARB regulations governing diesel equipment emissions, fuel standards, and idling restrictions. These regulations are identified within the Scoping Plan framework as measures that reduce emissions from construction and off-road equipment.

The Project would also comply with CALGreen construction waste diversion requirements and sustainable construction measures intended to reduce environmental impacts and lifecycle emissions

The AB 32 Scoping Plan supports efficient public infrastructure and community-serving development patterns that reduce environmental impacts and support sustainable communities. The proposed police station is a public service facility intended to serve the local community and improve essential governmental services within an existing urbanized area. The project would not induce substantial population growth or create major new sources of vehicle travel or industrial activity.

Overall, the proposed project would not conflict with any applicable greenhouse gas reduction strategy, regulation, or target identified in the AB 32 Scoping Plan. Instead, the project would operate within California's existing regulatory framework for energy efficiency, renewable energy, clean transportation, and emissions reductions.

Because the project is a relatively small institutional facility with low operational emissions and mandatory compliance with California's stringent environmental regulations, it would be consistent with the intent and implementation measures of the AB 32 Scoping Plan and would not impede achievement of statewide greenhouse gas reduction goals.

Further, the Project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in EO S-03-05 and SB 32. EO S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory toward meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB

2014). As a result, the Project would have a **less than significant impact** with regards to conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

> *"Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment*.

A hazardous material is defined in Title 22, Section 662601.10, of the California Code of Regulations as follows:

> *A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.*

According to the Safety Element of the City of Colusa General Plan, *hazardous materials consist of any substance which has the potential to cause injury to people. These can include flammable liquids and gases, poisons, corrosives, explosives, radioactive materials, and medical supplies and wastes.* The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. The transport, storage and disposal of hazardous material, and the cleanup (remediation) of hazardous sites are regulated by a number of federal, state, and local agencies, including the U.S. Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and the California Department of Toxic Substances Control. Large cases of hazardous materials contamination or violations are referred to the Central Valley Regional Water Quality Control Board (RWQCB) and the California Department of Toxic Substances Control (DTSC). It is not uncommon for other agencies to become involved when issues of hazardous materials arise, such as the federal and state Occupational Safety and Health Administrations. According to the *City of Colusa General Plan Draft Master Environmental Impact Report (DMEIR, page 4.11-2)*, the Colusa County Sheriff's Office, along with the City of Colusa Fire Department, is the primary responder to any hazardous materials incidents, based on the City's Hazardous Materials Management Plan. The Plan identifies the specific locations of flammable or toxic materials are used and stored, allowing appropriate response to a hazardous material emergency.

Under Government Code Section 65962.5, both the DTSC and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites.

4.9.2 Hazards and Hazardous Materials (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

This development may result in minimal storage of hazardous materials typically held as evidence (drugs, paraphernalia, guns, and ammo, etc.) as well as officer equipment (guns, ammo, and non-lethal equipment, etc.). These materials must be stored in designated areas designed to prevent accidental release to the environment, typically under lock and key. Further, they are handled by trained professionals to ensure their integrity and safekeeping. California Building Code requirements prescribe safe accommodation for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

The proposal also includes an indoor shooting range, which would be in a sound-dampening room, with modern safety measures to ensure no ballistic escapes the space, and proper ventilation systems are in place. Dampening would include high-density construction materials finished with soundproofing products, acoustic panels, hanging baffles, soundproofing barriers, and composites. While ballistic containment would be constructed of materials like steel, rubber and concrete to prevent bullets from ricocheting or penetrating walls. This includes firing-lane barriers and backstops designed to effectively absorb projectiles. Ventilation systems would be designed to remove harmful airborne particles, such as lead and gunpowder residue.

The site will not contain large quantities of hazardous materials (i.e., gasoline), therefore, the site would not involve leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters.

The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. These materials would be required to be used, stored, and disposed in accordance with existing regulations and product labeling and would not create a significant hazard to the public or to the environment. Therefore, the Project would have a **less than significant** impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

As discussed in Issue a), the Project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or the environment. Potential construction-related hazards could arise during Project construction at the site, given that construction activities involve the use of heavy equipment that uses small, incidental amounts of oil, fuel, and other potentially flammable substances. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

Project operation would not involve the routine transport, use, and disposal of hazardous materials in large quantities. Because any hazardous materials used for operations would be controlled in accordance with city, state and federal regulations, long-term impacts associated with handling, storing, and disposing of hazardous materials from Project operation would be **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

The nearest school to the Project site is James M. Burchfield Primary Elementary School, approximately 0.7 mile west of the Project site, which is greater than one-quarter mile. Four other schools are located approximately one or more miles away.

The Proposed Project would not emit any hazardous materials. There is a potential that common hazardous materials may be stored in the proposed new building, as discussed above in item “a”. These materials would be stored, used, and disposed of in accordance with product label instructions and existing state and local regulations. Due to the commonplace nature of the substances to be used, the small amount to be stored, and compliance with existing standards and regulations, this impact is considered **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Under Government Code Section 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified no open cases of hazardous

waste violations on the Project site. Therefore, the Project site and the Proposed Project are not on a parcel included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC 2019, SWRCB 2019). As a result, this would not create a significant hazard to the public or to the environment and would have **no impact**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard excessive noise for people residing or working in the project area?	☐	☐	☐	☒

The Colusa County Airport is approximately 1.75 miles southeast of the Project site. The project site is located in Zone C3 – Secondary Traffic Pattern Zone of the Colusa County Airport Land Use Compatibility Plan (June 2014). Zone C3 is one of the furthest located zones from the airport and runways, and has a Noise Impact of "Low to Moderate" and a Risk Level of "Low". Pursuant to the Compatibility Table (Chapter 3, Page 3-31 to 3-39), the closes land use that is similar to a Public Safety Facility (Police Station) noted in the table is "Offices: Professional services, doctors, finance, banks, civic", which is a permitted by right land use in Zone C3 and does not have any intensity restrictions.

On May 4, 2026, the Project was reviewed by the Airport Land Use Commission and was found in compliance with the Airport Land Use Plan (**ALUC Resolution 26-01**). Therefore, the Project is would result in a **less-than-significant** impact on public airports.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

The Proposed Project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. All construction activities for the Project would occur on-site, as roadway improvements where recently completed as part of a Caltrans and City project. Construction would not impede the use of surrounding roadways in an emergency evacuation. Implementation of the Proposed Project would result in a **less-than-significant** impact in this area

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The Project site is located in a highly urbanized area that is not subject to wildland fires. Therefore, impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires would not occur. There would be **Less than Significant** in this area.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

Regional Hydrology

Surface Water

The City of Colusa is located in the greater Sacramento River hydrologic region which includes all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Placer, Sacramento, El Dorado, Yolo, Solano, Lake, and Napa counties, and small areas of Alpine and Amador counties *(DWR 2006).* The City of Colusa and the Project site are located within the Sacramento-Stone Corral Watershed and draws water from the Colusa Sub-basin *(DMEIR July, 2007)*.

Groundwater

Within the City limits, the City of Colusa administers a domestic water delivery system, operated by the Public Works Department which currently extracts groundwater from five wells at various locations throughout the northern part of the City. Each of the City's wells are drilled to a uniform depth of 150 feet, extracting groundwater from the alluvial formation of the Colusa groundwater sub-basin. The Alluvial aquifer system is the uppermost groundwater-bearing unit, reaching from the ground surface to a maximum depth of about 200 feet. Many domestic wells draw water from this aquifer system.

According to these records on the California Department of Conservation – Wellstar website, there are no wells within 1.15 miles of the site and no wells would be affected by Site activities. No ground-water production, potable drinking water, public water supply, or ground-water-monitoring wells were observed on-site during the Site reconnaissance. The City of Colusa Water & Sewer would supply potable water to the Site.

Project Site Hydrology and Onsite Drainage

The Federal Emergency Management Agency (FEMA) has mapped the flood hazard zones for the City of Colusa and most of the surrounding vicinity. The 100-year floodplain designation (Zone X) indicates the probable maximum extent of flooding during a storm with a one percent probability of occurrence in any given year. The 100-year flood is the standard generally used in flood hazard planning.

Periods of flooding can cause significant circulation problems and has resulted in some property damage in flood-prone areas. Flooding events cause inconveniences and potential safety hazards to motorists traveling through the flooded streets and property owners attempting to access parked cars. Minor flooding events can appear as quickly as one hour after significant rainstorms. While flooding may occur as quickly

as one hour after the initiation of a storm event, generally the flooded areas drain within two or three hours after the end of the storm event.

4.10.2 Hydrology and Water Quality (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

The EPA has established the National Pollutant Discharge Elimination System (NPDES) program to control pollutants discharged by various activities, including industrial operations, wastewater systems and municipal storm water systems. In California, the RWQCBs implement the NPDES program. The NPDES program has a permitting process for construction work. Under the NPDES General Construction Permit (NPDES No. CAS000002, Order No. 99-08-DWQ) process, projects that disturb one or more acres of lands are required to obtain a permit before the start of construction work. Typically, the permit includes conditions requiring the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP describes the best management practices (BMPs) that would be employed to prevent loosened soils carried by storm water runoff from entering local streams and other water bodies and includes pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills). The proposed Public Safety Facility would be required to prepare and comply with an approved SWPPP. Compliance with this requirement would reduce the potential water quality impacts to **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The California Regional Water Quality Control Board, Central Valley Region (RWQCB, 2008) provided information on depth to ground water and direction of ground-water flow at the Colusa County Sheriff Department, located approximately 850 feet north of the Site. The RWQCB reported that groundwater varied from 10 to 18 feet below the ground surface, based on groundwater monitoring performed between October 1995 and February 2004. The General Plan *DMEIR* notes that the project is located within *Special Planning Area (SPA) 4-Colusa Riverbend* where the municipal well serving that area is anticipated to provide ample groundwater resources. Further, the scope of the Project does not directly involve the utilization of groundwater. Therefore, the project would have a **less than significant impact** on groundwater recharge.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐

The introduction of impervious surfaces constructed for the project will reduce stormwater absorption and increase the volume and rate of stormwater runoff, potentially accelerating erosion and/or flooding if adequate storm drainage facilities are not provided. Since the construction activities for the Proposed Project would result in soil disturbances of more than one acre, a NPDES Construction General Permit would be required prior to the start of construction (described above). A SWPPP generally include the following applicable elements:

- diversion of offsite runoff away from the construction area;
- prompt revegetation of proposed landscaped areas;
- perimeter straw wattles or silt fences and/or temporary basins to trap sediment before it leaves the site;
- regular sprinkling of exposed soils to control dust during construction during the dry season;
- installation of a minor retention basin(s) to alleviate discharge of increased flows;
- specifications for construction waste handling and disposal;
- erosion control measures maintained throughout the construction period;
- preparation of stabilized construction entrances to avoid trucks from imprinting debris on city roadways;
- contained wash out and vehicle maintenance areas;
- training of subcontractors on general construction area housekeeping;
- construction scheduling to minimize soil disturbance during the wet weather season; and
- regular maintenance and storm event monitoring.

This will reduce potential runoff, erosion, and siltation associated with construction and operation of the Proposed Project to **less than significant** levels.

ii) Implementation of the Proposed Project would alter the existing drainage patterns on the site by adding impermeable surfaces and increasing the rate of storm water runoff. However, all new development would be required to comply with City storm drainage regulations, reducing related flooding impacts to **less than significant**.

iii) See discussion of Issues i) and ii), above. Project improvements required by the City of Colusa include construction of curbs, gutters, and sidewalks to collect and direct stormwater runoff, including site grading to direct stormwater flows to existing and proposed drainage facilities. Runoff from the site is not expected to be of sufficient quantity to overwhelm existing and proposed stormwater drainage facilities. As such, this impact would be considered **less than significant**.

There are two drainage sheds within the City of Colusa: the west shed (Area 1) and east shed (Area 2) *(Municipal Facilities and Services Element, City of Colusa General Plan, October 2007).* Both drainage sheds consist primarily of surface drainage systems conveying stormwater by means of guttered flow lines that traverse under intersections and driveways via under-roadway culverts. The Project site is located in east drainage shed where stormwater is collected by drainage piping and conveyed south and east to Bridge Street and transported south along Bridge Street. The stormwater is then released into a drainage ditch at the wye of Highway 20/45 and Wescott Road, where it continues south along Highway 20/45. The water is then transported across Highway 20/45 through a ditch that crosses under the road via culverts and drainage piping to the drainage channel (ditch) that flows through the golf course and southeast through the Colusa Industrial Park (CIP) property. The water eventually turns west to empty into the Colusa Basin/Powell Slough.

With the installation of BMPs, activities associated with operation of the Proposed Project are not expected to generate substances that can degrade the quality of water runoff. While potential impacts could result from vehicles and other users at the site during operation, all potential impacts to water quality would be reduced by stormwater pollution control measures and wastewater discharge BMPs. Therefore, impacts during operation would be considered **less than significant**.

iv) FEMA Flood Insurance Rate Map (FIRM) covering the Site area (Map No. 06011C0535G, dated March 27, 2024) shows the Site is located within Unshaded Zone X. Other Flood Areas, Unshaded Zone X are areas are above the 500-year flood levee or protected by levees from 100-year floods. Localized flooding can occur in Unshaded Zone X, usually due to poor drainage, heavy rainfall, storm surges or blocked drainage (leaf litter). Implementation of the Proposed Project will have a **less than significant** related to impeding or redirecting flood flows

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

The site is not located in a tsunami or seiche hazard zone. Regarding flood hazard, please refer to the discussion above under section iv. Accordingly, there would be **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

As stated under Item c) above, the Project will be required to comply with water quality protection requirements of the NPDES Construction General Permit BMPs for construction and post-construction related control of the Proposed Project site runoff and sediment transport. Compliance with these measures would eliminate the potential for conflicts with the water quality control plan. As such, the Project would have a **less than significant** impact in this area.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Project proposal includes a General Plan Amendment and Rezone as described below. The changes are necessary to allow the proposed commercial uses to be developed which cannot be allowed under the existing (predominantly) residential designations and zoning districts. The Project also involves the future construction of a new public facilities building that will be utilized by the police department.

General Plan Amendment:
1) Change the General Plan designation of the parcel (APN 002-120-026) from High Density Residential designation to Public Facilities.

Rezone:
1) Change the zoning districts of the parcel (APN 002-120-026) from M-U-B Mixed Use Bridge Street and R-4 General Apartment District with C-3 Secondary Traffic Pattern Airport Overlay Zone to P-F Public Facilities District with C-3 Secondary Traffic Pattern Airport Overlay Zone.

4.11.2 Land Use and Planning (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

The proposed Project is located in a mixed-use area and will be developed adjacent to an existing mid-sized shopping center and abutting residential and church uses to the south. The frontage of the project site is Highway 20/45 and is generally an area that is considered urban. No physical separation of neighborhoods would occur. As such, the Proposed Project would have **no impact** in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

The proposed Project includes General Plan Amendment and Rezone to facilitate the development of a public safety building within a portion of the city that is constructed with commercial and residential buildings. Although the proposal will "down-zone" approximately one acre from R-4 HD General Apartment High Density Housing to PF Public Facilities, a surplus of land currently exists that is appropriately zoned to meet the City of Colusa Regional Housing Needs Allocation (RHNA), in that an 89 acre project (Wescott Subdivision) was recently annexed to the City and it contains both low, medium and high density zoned property. As a result, the proposed rezone will not create a shortage of land appropriately zoned to meet State RHNA requirements, and a subsequent "up-zone" of other land will not be required. **Less Than Significant Impact** is anticipated in this regard.

4.12 Mineral Resources

4.12.1 Environmental Setting

The state-mandated Surface Mining and Reclamation Act of 1975 (SMARA) requires the identification and classification of mineral resources in areas within the State subject to urban development or other irreversible land uses that could otherwise prevent the extraction of mineral resources. These designations categorize land as Mineral Resource Zones (MRZ-1 through MRZ-4). The City of Colusa *DMEIR* provides that "no mineral resources were identified within the proposed Planning Area by the City, Colusa County, or the State through its Mineral Resource Zone designation program. The proposed (City of Colusa) Planning Area contains no mining operations. Based on this information, the proposed General Plan and identified subsequent projects would have no impact on mineral resources."

4.12.2 Mineral Resources (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

As discussed above, neither the City of Colusa General Plan, or the *DMEIR* adopted with the Plan, identifies any mineral resources in the planning area. Therefore, **no impact** would occur to mineral resources.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-	☐	☐	☐	☒

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				

The Project site is not identified as a mineral resource recovery site in the City of Colusa General Plan. There would be **no impact** in this area.

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels (in L_{dn}/CNEL).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (USEPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the “line of sight” between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

Vibration

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual’s sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Noise-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest sensitive noise receptors to the Project site are residences located approximately 60 feet west of the development site, specifically where the new drive-through service windows for fast-food restaurants would be located.

The Noise Element of the City of Colusa General Plan outlines goals, policies, and implementing actions to protect Colusa residents from excessive noise levels that are annoying to the senses and detrimental to public health. The element establishes acceptable noise level standards for land uses affected by both mobile and stationary noise sources, including temporary noise related to construction. Noise and land use compatibility criteria are designed to provide an acceptable community noise environment and to minimize noise-related complaints from residents. The compatibility criteria should be used in conjunction with future noise exposure levels in order to identify projects or activities that may require special treatment to minimize noise exposure.

4.13.2 Noise (XII.) Environmental Checklist and Discussion

a)	Would the project result generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
		☐	☐	☒	☐

Project-related noise levels are anticipated to be consistent with those generated by the existing shopping center and the ARCO project under construction to the north of the project site. The existing shopping center has operated compatibly within the mixed-use neighborhood for approximately 40 years.

Construction and operation of the Proposed Project would result in a temporary increase of noise levels in the Project vicinity. Regarding operational noise, objectionable noise levels could be in the event that emergency vehicles exit the site in a Code 3 manner (lights and sirens); however, the frequency of such an event from the Project Site is minimal, as most of the time the department is out on patrol. Further, sirens are mounted on vehicles, are in motion, and are used only in specific situations; therefore, the sounds are temporary and not an ongoing point source. The Police Station itself operates as an administrative office building and would not in itself generate noise or increase ambient noise levels. Therefore, noise-related impacts **are less than significant** and remain consistent with the noise levels required by the General Plan Noise Element.

Would the Project result in		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Project Construction

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term, construction-related activities. Construction on the Project Site could result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction as such equipment is not generally necessary for single story construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors.

It is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to the nearest sensitive receptors. The nearest sensitive receptors are located approximately 60 feet away, as previously described. Based vibration noise levels described in Table 7.1 of the Noise Element of the City of Colusa General Plan, structures located at 50 feet from significant construction noise generators (such as pile drivers) would experience short term discomfort. However, the majority of the site and related construction activities are located over 100 feet from sensitive receptors which significantly reduces potential impacts. As noted in Table 7.1, operational noise levels from the completed Proposed Project (such as from passing cars) would be acceptable for sensitive receptors (i.e., residential uses). As a result, impacts related to generation of excessive groundborne vibration or groundborne noise levels is anticipated to be **less than significant.**

Would the Project result in		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project Area to excessive noise levels?	☐	☐	☒	☐

The Colusa County Airport is approximately 1.75 miles southwest of the Project site on SHR 20. The project site is located in the Colusa County Airport Land Use Compatibility Plan Zone C3 – Secondary Traffic Pattern Zone. Zone C3 is geographically the second furthest from airport noise sources and is described as “Noise Impact: Low to Moderate”, where “occasional overflights are intrusive to some outdoor activities”. **Less-than-significant impacts** are anticipated related airport noise for people working or patronizing the proposed project.

4.14 Population and Housing

4.14.1 Population and Housing (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

The Proposed Project is not growth-inducing in that the General Plan Amendment, Rezone, and physical development of the site into a Public Safety Facility – Police Station, does not in itself provide housing. The new station will replace the existing facility, which is inadequate for a modern police department. Therefore, impacts related to unplanned population growth are considered **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The project site does not contain any residential units or housing and therefore would have **no impact** upon displacement of existing people or housing.

4.15 Public Services

4.15.1 Environmental Setting

As provided in the Municipal Services and Facilities Element of the General Plan, the City of Colusa Police Department provides police protection services within the City limits. The City of Colusa Fire Department provides firefighting services within the incorporated area of the City of Colusa. Currently, the City provides solid waste disposal services to City residents and businesses. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County. The Colusa Unified School District serves the residents of the City of Colusa and surrounding unincorporated residential areas, providing education services for children in grades K-12. The District operates five schools: Burchfield Primary School, Egling Middle School, Colusa High School, Colusa Alternative Home School, and Colusa Alternative High School. Our Lady of Lourdes, a private school, provides K-8 education for Colusa residents, as well. The Colusa County Library operates one of its seven branches in the City of Colusa, located at 738 Market Street. The 10,000 square foot library, which began service in 1928, is in a building shared with the Colusa Unified School District offices.

4.15.2 Public Services (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire Protection?	☐	☐	☐	☒
Police Protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒

As noted above, adequate police and fire protection services are provided to serve the proposed project. The project is not anticipated to increase demand for housing or related needs for additional schools, parks, or other public facilities such as libraries, as the project is not growth-inducing nor provides housing. **No impacts** related to public services are anticipated.

4.16 Recreation

4.16.1 Environmental Setting

As noted in the Parks, Recreation, and Resource Conservation Element of the City of Colusa General Plan, the City maintains approximately 15.5 acres of parks and open space that are administered by the City's Public Works Department, Recreation Division. This represents a ratio of approximately 2.9 acres of combined parkland and open space per 1,000 residents. While State standards recommend that at least three to five acres per 1,000 residents be devoted to recreational purposes, the City is adjacent to abundant open space and recreational opportunities provided by the Colusa-Sacramento River State Recreation Area and nearby Colusa National Wildlife Refuge which provide riverfront and open space lands for both active and passive recreational uses, in addition to an array of recreational opportunities offered residents by City-owned and maintained neighborhood parks. These recreational facilities and resources ensure that the public interest (i.e., convenience, health, welfare and safety) is met.

4.16.2 Recreation (XV) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

The proposed project is a General Plan Amendment, rezone and the construction of a new police station, which is not considered to be growth inducing that would create additional residents to place pressure on existing recreational facilities. As a result, there is anticipated to be **no impact** on recreational facilities from construction of the Proposed Project.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The Proposed Project would not result in additional athletic amenities or require the construction or expansion of additional recreational facilities. The Project is designed to include an internal gym to allow officers to work out on-site. As such, the Proposed Project would have a **no impact** on recreational faciites or require the construction of new ones.

4.17 Transportation

4.17.1 Environmental Setting

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, initiating an update to the CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal to better measure the actual transportation-related environmental impacts of a given project. Traditionally, transportation impacts had been evaluated by using Level of Service (LOS) analysis. As of July 1, 2020, lead agencies are required to analyze the transportation impacts of new projects using vehicle miles traveled (VMT), instead of LOS. According to SB 743 Frequently Asked Questions provided by the Governor's Office of Planning and Research (OPR), VMT measures how much actual automobile travel (i.e., additional miles driven) a proposed project would create on California roads.

If the project adds excessive car travel onto the roads, the project may cause a significant transportation impact. VMT analysis is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations (OPR, 2020). As of the date of this Initial Study, the City has not yet adopted thresholds for VMT impacts.

However, the City is a member of the Colusa County Transportation Commission (CCTC), which is a Regional Transportation Planning Agency (RTPA). The CCTC is the designated transportation planning and regional coordination, grant applications and management, administrative and management agency for transportation projects and programs throughout the County (Government Code 29535).

In 2025, CCTC created the Regional Transportation Plan (RTP), a cooperative effort between Colusa County, the city of Colusa, the city of Williams, Caltrans, Native Tribal Governments, and county residents. RTP includes policies and programs for the use of federal, state, and local funding. The overall focus of RTP is on developing a coordinated and balanced multimodal regional transportation system that is financially constrained by revenues anticipated through the RTP planning horizon (2042).

For approximately 1 mile (pose mile 31.8 to 32.8) of State Route 20 (SR 20) and along the project frontage, a Caltrans Department of Transportation (Caltrans) project to rehabilitate the roadway is underway and almost complete at the time of this writing. That project consists of reconstruction to accommodate two 12-foot-wide lanes and two 10-foot-wide shoulders, and new 12-foot-wide turn lanes, continuous Americans with Disabilities Act (ADA)-compliant sidewalks, curb ramps, and upgraded drainage facilities. New traffic signal is also being installed on SR 20, just north of the project at Wescott and SR 20.

Transportation (XVII.) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☒	☐

The City of Colusa General Plan (2007) Circulation Element describes the principle of the City's circulation

system as the preservation and development of a variety of transportation systems that link residential, commercial, and public areas of the community. In addition to the Circulation Element, the Community, Character, and Design Element contain policies that would be applicable to the Proposed Project. Applicable policies from both elements are listed below.

Goal CIR-1: To provide a motor vehicle circulation system that serves existing and planned land uses while maintaining a desired level of traffic flow.

> **Policy CIR-1.1:** The City shall ensure the maintenance of acceptable Levels of Service (LOS) on City streets and intersections when considering new development within Colusa.
>
> > **Implementing Action CIR-1.1a:** Streets and Roadways Master Plan: The City will prepare, adopt, and periodically update a Streets and Roadways Master Plan that establishes LOS C as the minimum acceptable LOS for City streets and intersections, except in the downtown area on SR 20/45 and SR 20 (Market, Bridge, 10th, and Main Streets), where LOS D is established as the minimum acceptable LOS, consistent with Caltrans LOS standards for state highways through urban areas. If conditions of LOS D or worse are already present, future proposed projects may not cause roadway volumes to increase by five percent or more and will be accompanied by other mitigation measures intended to reduce trip generation.

Goal CIR-3: To provide, safe, convenient, and adequate parking for land uses throughout the City.

> **Policy CIR-3.1:** The City shall require adequate parking to meet the needs of existing and planned land uses.
>
> **Policy CIR-4.3:** The City shall require inclusion of bicycle parking facilities at all new major public and quasi-public facilities and commercial and employment sites. Major employers shall be encouraged to provide showers and lockers in their facilities to encourage biking

In this instance, the new station will provide ample parking spaces for the existing patrol fleet, administrative staff and the public who may visit the location from time to time, as well as bicycle parking. Generally speaking, the department usually has 2 to 3 officers on duty at any given time, with the officers out within the city, answering calls, enforcing traffic violations, on patrol, and will only be at the new station at the start/end of a shift, to write reports, attend meetings or other administrative activities. The new station itself does not increase the number of officers serving the city, as that is a budgetary item determined by the City Council in conjunction with the city's total population. But the new station has the potential to be used by additional staff if such expansion is deemed necessary.

For approximately 1 mile (pose mile 31.8 to 32.8) of State Route 20 (SR 20) and along the project frontage, a Caltrans Department of Transportation (Caltrans) project to rehabilitate the roadway is underway and almost complete at the time of this writing. That project consists of reconstruction to accommodate two 12-foot-wide lanes and two 10-foot-wide shoulders, and new 12-foot-wide turn lanes, continuous Americans with Disabilities Act (ADA)-compliant sidewalks, curb ramps, and upgraded drainage facilities. New traffic signal is also being installed on SR 20, just north of the project at Wescott and SR 20.

In terms of VMT, consistent with previous RTP findings, including the 2025 Regional Transportation Plan, Colusa County and the City of Colusa continue to experience gradual growth in population and employment. These modest growth trends have resulted in stable travel conditions and limited congestion throughout

the regional transportation network. The County's rural geography and agricultural economy influence travel patterns that are more dispersed than in urbanized areas, with longer average trip lengths and fewer route options.

Most daily travel in the city occurs by private vehicle, with residents, workers, and service providers regularly traveling between communities and across county boundaries to access employment, education, health care, and goods and services. This regional connectivity results in a higher per-capita Vehicle Miles Traveled (VMT) rate compared to more densely developed regions; however, total systemwide VMT growth remains modest due to the city slow overall population increase.

Further, advances in vehicle fuel efficiency, alternative fuels, and the increasing adoption of zero-emission vehicles are expected to continue to mitigate VMT-related greenhouse gas emissions. For rural counties such as Colusa County and cities like Colusa, maintaining safe and reliable inter-county travel corridors and improving access to multimodal options where feasible represent the most practical strategies for supporting mobility and sustainability objectives

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

CEQA Guidelines Section 15064.3, subdivision (b), provides criteria for analyzing transportation impacts using a vehicle miles traveled (VMT) methodology rather than the now-superseded (as of January 1, 2019) level of service (LOS) methodology. Pertinent to the Proposed Project are those criteria identified in Section 15064.3(b)(1) Land Use Projects. According to this section:

> "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor[1] should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

However, Section 15064.3(b)(3) allows an agency to determine a project's transportation impact on a qualitative basis if a VMT methodology is unavailable, as is the case with the Proposed Project.

Section 15064.3(b)(3) is as follows:

> "Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate."

Additionally, Section 15064.3(c) allows an agency to use the VMT methodology immediately or defer until July 1, 2020 when the VMT methodology is required of all agencies in the state. Section 15064.3(c) is as follows:

[1]

> "The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide."

Since the City does not have an adopted VMT methodology at this time. However, as a Regional Transportation Planning Agency, the Colusa County Transportation Commission (CCTC) is the designated planning and administrative agency for transportation projects and programs in the County. The CCTC communicates and coordinates with the residents and decision-makers of Colusa County, the Cities of Williams and Colusa, Tribal governments, and Caltrans (the California Department of Transportation) to create a balanced regional transportation system. As established by California Government Code Section 29535, the CCTC is responsible for administering regional, State, and federal funding for projects related to roadways, bridges, public transportation services, railways, airports, and bicycle and pedestrian facilities. In developing transportation solutions, the CCTC initiates planning studies, design concept development, engineering feasibility studies, environmental studies, and pursues funding sources to construct transportation improvements.

The CCTC is comprised of six members, including three County Board of Supervisors, one elected official from the City of Williams, one elected official from the City of Colusa, and one additional elected official from Williams or City of Colusa that rotates every two years.

In 2025, the CICC updated the 2018 Regional Transportation Plan (RTP), which is a long-range transportation plan for the County that identifies necessary transportation projects that are consistent with local land use planning, local and regional goals, and State and federal goals. In addition to moving people and goods, the transportation system also influences patterns of growth, economic activity, and access to housing, jobs, recreation, and critical services. State legislation requires that the statewide transportation network support greenhouse gas (GHG) emission reduction, transportation electrification, climate resilience, and improved public health, mobility, equity, and air quality outcomes.

The 2025 RTP concluded that:

> *Consistent with previous RTP findings, including the 2018 Regional Transportation Plan, Colusa County continues to experience gradual population and employment growth. These modest growth trends have resulted in stable travel conditions and limited congestion throughout the regional transportation network. The County's rural geography and agricultural economy influence travel patterns that are more dispersed than in urbanized areas, with longer average trip lengths and fewer route options.*
>
> *Most daily travel in Colusa County occurs by private vehicle, with residents, workers, and service providers regularly traveling between communities and across county boundaries to access employment, education, health care, and goods and services. This regional connectivity results in a higher per-capita Vehicle Miles Traveled (VMT) rate compared to more densely developed regions; however, total systemwide VMT growth remains modest due to the County's slow overall population increase.*
>
> *Advances in vehicle fuel efficiency, alternative fuels, and increasing adoption of zero-emission vehicles are expected to continue mitigating VMT-related greenhouse-gas emissions.*

Given the scope of the Proposed Project and its operational characteristics, impacts related to transportation and VMT are **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

The site has no geometric design features, such as sharp curves or dangerous intersections. The Project design would take access onto SR 20 which fronts the western frontage of the parcel. The design has two vehicle access points, which would allow safe and efficient accommodation for distinctly different traffic functions associated with public operations and emergency enforcement activities. In that, having a primary driveway will allow for public and police operational traffic to visit the site, deliveries, administrative staff, and general day-to-day access. While a secondary driveway, designated as an "out only," would be dedicated to police operational vehicles exiting the site. Separating these traffic streams consistently with acceptable public safety facilities design practices because it reduces conflicts between civilian vehicles and emergency response vehicles, improves internal circulation and site security, minimizes delay in officers responding to emergencies while also enhancing pedestrian and public safety near public parking and building entrances. This functional separation is especially important for facilities operating 24 hours a day with unpredictable emergency dispatch activity.

Further, having emergency vehicles exit a site quickly while sharing a single driveway would create queueing conflicts between vehicles, potential blockages from vehicles leaving the site, increased response delays during peak traffic periods, and a risk of crashes between civilian and emergency vehicles. Having a dedicated out-only driveway provides a controlled and predictable exit path that reduces delays, improves sign distances and drive expectations, allows officers to enter the State Route without interference of inbound public traffic, and supports uninterrupted emergency operations. Because this out-only driveway does not function as a full-access public entrance, its traffic impacts are substantially lower than a conventional commercial driveway. Public safety facilities and projects typically require redundant or separate access points to maintain operational continuity and emergency readiness, whereas a single driveway creates a single point of failure, which is not ideal for critical public safety infrastructure. The secondary restricted out-only driveway is a necessary operational feature for a 24-hour emergency services facility and represents a reasonable and context-sensitive access solution for the State Route.

The proposed dual-driveway configuration would facilitate separation of public and emergency operational traffic, improve internal circulation, and support emergency response reliability for the proposed police station. The secondary restricted-access driveway would serve a critical public safety function while generating lower traffic volumes and fewer turning conflicts than a full-access driveway.

Therefore, the Project's proposed access design would not result in a significant transportation impact related to roadway operations, access management, or circulation safety, and impacts **would be less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

As discussed above in c), the proposed dual-driveway configuration would facilitate separation of public and emergency operational traffic, improve internal circulation, and support emergency response reliability for the proposed police station. The secondary restricted-access driveway would serve a critical public safety function while generating lower traffic volumes and fewer turning conflicts than a full-access driveway.

As a result, emergency access will not be hindered, but is anticipated to be superior and be an improvement over a single driveway approach, resulting in a **less than significant impact**.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

The project area is within Patwin ethnographic territory. Patwin are the southernmost members of a group of Native American cultures (i.e., Wintu, Nomlaki, and Patwin) that share a related set of languages. The Native American members of the Colusa Rancheria identify themselves as the Cachil Dehe Band of Wintun Indians. Consequently, Wintun will be used as an alternative to Patwin in this discussion. Wintun occupied the southwest portion of the Sacramento Valley, from the lower hills of the eastern North Coast Ranges to the Sacramento River, and from Princeton south to San Pablo and Suisun Bays. A number of Wintun villages had been identified along the Sacramento River near the City of Colusa (Kroeber 1925, 1932). (*City of Colusa General Plan DMEIR, July 2007).*

4.18.2 Tribal Cultural Resources (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria	☐	☒	☐	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.				

As discussed above under Section 4.5 Cultural Resources of this initial study, potential impacts to cultural resources will be reduced to less than significant levels with implementation of **Mitigation Measure CULT 1 Inadvertent Discovery Plan.**

4.19 Utilities and Service Systems

As provided in the Municipal Services and Facilities Element of the General Plan, the City of Colusa Public Works Department is responsible for maintenance on public parks, streets, sidewalks, storm drains, streetlights, traffic signals, trees, water and sewer services, garbage, and public landscaping areas. The City of Colusa Police Department provides police protection services within the City limits. The City of Colusa Fire Department provides firefighting services within the incorporated area of the City of Colusa. Currently, the City provides solid waste disposal services to City residents and businesses. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County. The Colusa Unified School District serves the residents of the City of Colusa and surrounding unincorporated residential areas, providing education services for children in grades K-12. The District operates five schools: Burchfield Primary School, Egling Middle School, Colusa High School, Colusa Alternative Home School, and Colusa Alternative High School. Our Lady of Lourdes, a private school, provides K-8 education for Colusa residents, as well. The Colusa County Library operates one of its seven branches in the City of Colusa, located at 738 Market Street. The 10,000 square foot library, which began service in 1928, is in a building shared with the Colusa Unified School District offices.

4.19.1 Utilities and Service Systems (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒

Current utility services are adequate to supply the proposed project, and the project is not associated with the expansion of related utilities. As a result, **no impact** is anticipated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

As noted above, the City of Colusa administers a domestic water delivery system, operated by the Public Works Department which currently extracts groundwater from five wells at various locations throughout the northern part of the City. Sufficient water supplies are available to serve the proposed Project, and resulting in a **less than significant impact.**

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

As noted above, the City of Colusa is responsible for the operation and maintenance of the sewer collection and treatment system, as well as disposal. Personnel, operations, and discharges are regulated and licensed by the State, and there is adequate capacity to serve the effluent needs of the proposed project. **Less than significant** is anticipated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

As noted above, the City provides solid waste disposal services to City residents and businesses. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County, and the Ostrom Road Landfill has adequate capacity to serve the proposed project. **Less than significant impact** is anticipated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local statutes and management and reduction regulations related to	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
solid waste?				

The Proposed Project is required to comply with all state and federal statutes regarding solid waste. This impact is considered **less than significant**.

4.20 Wildfire

4.20.1 Environmental Setting

As provided in the Safety Element of the General Plan, the City of Colusa, including the project site, is surrounded by agricultural fields, and is in an area of low potential for wildfires.

The Project site is not in an area designated by the California Department of Forestry and

Fire Protection (2022) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Finally, the location of the Project site makes it readily accessible by emergency personnel and vehicles in the event of a wildland fire. For these reasons, wildfire is not considered a significant risk for the Proposed Project.

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

The Project site is not in an area designated by the California Department of Forestry and Fire Protection (2022) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Also, the Project site is not located in a state responsibility area. The Project would have **less than significant impact** in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point.

The Project site is relatively flat and not near any steep slopes. It is located in an area with a mix of uses ranging from urban to agricultural to commercial to industrial. These uses are not considered to be at significant risk to wildlife.

In addition, as previously mentioned, the Project site is not located in an area designated by the California Department of Forestry and Fire Protection (2022) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Also, the Project site is not located in a state responsibility area. The Project would have **less than significant impact** in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

The Project site is not in an area designated by California Department of Forestry and Fire Protection (2022) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. The Project would have **no impact** in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Landslides include rockfalls, shallow slope failures, and deep slope failures. The risk of a landslide is exacerbated following a fire on steep slopes. The primary factors that influence landslide risk include geologic conditions, slope, soil drainage, and vegetation type. Cut and fil for the construction of new roadways can also have increased landslide potential.

The Proposed Project site is very level and not located within the vicinity of any slopes with landslide potential. The Proposed Project also does not require the construction of new roadways. The Project site is not in an area designated by the California Department of Forestry and Fire Protection as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. The Project would have **no impact** in this area.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XIX.) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

As discussed in Sections 4.5 Cultural Resources and 4.18 Tribal Cultural Resources, the Proposed Project may have potentially significant impacts to cultural and tribal cultural resources. Mitigation Measures identified under these sections of this initial study will reduce related impacts to **less than significant levels.**

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

The proposed project is not connected to other future projects, and its impacts are considered individually. Impacts identified in this initial study are individually mitigated and are not cumulatively significant.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

The proposed project does not have an environmental effect that will cause substantial adverse effects on human beings directly or indirectly, in that the site is substantially surrounded by urban uses and the project itself is a public facility – a police station that essentially operates as an administrative office. Therefore, impacts reacted to adverse effects are **less than significant**.

SECTION 5.0 LIST OF PREPARERS

5.1 City of Colusa

Lead Agency: Jesse Cain, City Manager

Consultant: Jake Morley

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